

TULSA, OKLAHOMA, SUNDAY, JANUARY 26, 1919

## Laughlin Has Advantage in Height and Reach; Mayor to Open Automobile Show

Welterweights Rugged Lads;  
Records Prove Their PowerPennsylvanian Has 11 More  
Knockouts Than Ohio's  
Favorite Son.

DOWNEY 5 YEARS YOUNGER

Both Show Class in Initial  
Workouts Before  
Large Crowd.

**How They Compare.**

Downey	Laughlin
Age	27
Height	5' 8"
Weight	150
Knockouts	28
Decisions	8
Draws	9
Losses	1
No Decisions	36

Position seems to be the one place where Bryan Downey has the advantage of K. O. Laughlin when statistics concerning their physical construction and their records are considered. The Pennsylvanian has a very slight advantage in height, weight, reach, and other measurements. He also has engaged in more fights, has scored more knockouts, has won more decisions, has secured more draws—and has lost more fights.

That last item shows why the Oklahoman is considered one of Ted Lewis' most dangerous rivals for the welterweight championship. The lone loss registered in the record book against him was a 12-round decision at Boston in June of last year given to Jack McCarroll.

Laughlin Rough and Ready. Laughlin is one of those rough-and-ready scrappers who make a living by boxing as much because they like to fight as because they are well paid. Getting knocked about doesn't seem to worry him in the least and he laughed as if he relished the joke on him when he took the loss from Jack McCarroll.

"Ever hear of a fellow knocking himself out?" asked Laughlin yesterday while discussing his battles. "Well, I didn't exactly do that, but I helped McCarroll get me one day. McCarroll has a terrific right wallop, but it is a haymaker and you can see it coming in time to get out of its way. I ducked it every time, but he hit me in the head with it. In the seventh I was jabbing away when I saw him start one from the floor. I jumped back to get out of the way, but he was closer to the ropes with my back to his guard dropped and I bounced him up against that haymaker. That was all there was to the fight that night."

Workman Spilted. A packed house watched Downey and Laughlin work out at the Brady hotel yesterday afternoon in preparation for their 15-round battle at convention hall next Wednesday night. Both made a most favorable impression.

Laughlin took on Britt Sims for four rounds and another opponent for three more. There was plenty of speed in his boxing as well as power in his punches.

Downey, who came on after Laughlin had departed, was more varied in his program and did not take his boxing so seriously. During five rounds of sparring with his brother, Anthony, and Walter Thompson, he displayed fine footwork, a good sense of distance, and although he did not lose at any time, demonstrated that he packed a punch if he needed to use it.

TULSA GUN CLUB HOLDS  
PRACTICE BIRD SHOOT

A large number of gun enthusiasts participated in a practice shoot given by the Tulsa Gun Club yesterday. While high scores were not in evidence due to the high wind blowing up the face of the shooters, the club was sporty and all enjoyed it. Four events of 25 birds each were shot for trophies.

MISKE-WALKER BOUT AT  
JOPLIN IS CANCELLED

Special to The World. JOPLIN, Mo., Jan. 25.—The 12-round bout between Billy Miske and Hurley Walker, scheduled to have been held here Monday night, has been postponed by Miske on account of an injured right hand.

The next show of the club will be held February 2. Lunt, Ray Long and Pvt. Navy Rostan will go 12 rounds. The men are welterweights. Miske, Walker and Texas Tate will box 8 rounds in the semi-windup.



**Pacine the Sport World**  
COLUMBIA'S GREATEST NEWSREEL

SALE OF "Chuck" Wortman to the Columbus American association club by the Chicago National Association means that three graduates to watch in the National League this season for it puts the shortstop job of Cubland up to Pete Kilduff. Rogers Hornsby of the Cardinals and Ross Young of the Giants are the other members of the triumvirate.

About the middle of the 1915 playing season, there drifted into Western association territory a scout who followed the Oklahoma City club several days, observing the performances of Kilduff. He was hunting a shortstop for the Cubs. Pete slammed a few words at the scout and a flock of grasscutters from behind second base for quick killings at first; but when he heaved a few wild ones the scout shook his head and decided to "wait a while."

Kilduff could have been had that year for \$800. He brought \$1,000 a year later when sold to Omaha and the Giants then beat the Cubs to him, paying \$5,500. In place of Kilduff the Cubs purchased Wortman from Kansas City, paying \$12,000. When they finally got Kilduff from the Giants, they gave about \$10,000 worth of material for him. It is a cinch Columbus did not give as much for Wortman as the Cubs paid so that failure to buy in 1915 costed the Chicago Nationals a loss of approximately \$10,000.

Observation of a number of "Young" Jack Dempsey springing up since the Italian heavyweight has been in the ring, to mind the fact that the younger who was after Jess Willard's crown is not the original Jack Dempsey. The original Jack Dempsey died just about the time the present Jack Dempsey was born, after twice having won the middleweight championship of the world. Patsy Corrihan, who is handling K. O. Laughlin for his battle with Bryan Downey next Wednesday after tuberculous had him wallowing, and repeated after he died and his widow needed money.

The middleweight was born in Michigan county, Ireland, December 16, 1882. Unlike his modern namesake, he was clever instead of a hard hitter. During his entire career of 12 years, he started fighting in 1903, being known as "The Great Nonpareil." A year after he entered the ring he claimed the title of middleweight champion of the world which had been a wanderer since 1882 when Mike Donovan gave in. On July 30, 1914, he lost the title to Eddie Phillips in 22 rounds. Two years later he met Jack Fagan in New York, knocking him out in the 27th inning. George LaBlanche knocked him out in the 10th round of a fight for \$2,500 but lost. His second knock-out after becoming champion was at Rock Island December 13, 1917, when he put Johnny Reagan down for the count in 41 rounds. By the use of the pivot blow, which later was barred from boxing, George LaBlanche knocked him out at San Francisco in 32 rounds, August 27, 1918. LaBlanche claimed the title until 1921 when he was knocked out by Young Mitchell. Dempsey then recovered the title only to lose it to Bob Fitzsimmons who knocked him out in 13 rounds at New Orleans that same year. He fought only three battles after that, his last being with Tommy Ryan at Coney Island in January, 1925, when the bout was stopped in the third round six months later he was dead.

Now that the Cardinals have decided who's who, we see no reason why the National League cannot play ball this season. Hence the schedule for the year is produced herewith.

With the passing of the plants that made Milwaukee famous, the name of the club has been changed from "Brewers" to "Panthers."

Mathewson Must Hurry  
or Lose Managerial Job

CINCINNATI, Ohio, Jan. 25.—President August Hermann of the Cincinnati Nationals at the direction of directors of the club today called Christy Mathewson asking him his prospects on being discharged from the army in France and his attitude on the management of the Reds.

Former Sooner Athlete  
Is Wounded in France

Special to The World. NORMAN, Okla., Jan. 25.—William Prentice Lively, of Blackwell, a first lieutenant in the 34th division, was wounded in action last October, according to word which has just reached Norman. Lively's name has been placed on the casualty list. Lively is a graduate of the University of Oklahoma and was a prominent athlete while here. News of his wound came in a letter from James A. Hill, former student here and former Tulsa newspaperman.

## Principals in Wednesday Night's Scrap



K. O. LAUGHLIN (Left)  
BRYAN DOWNEY (Right)  
JOHN REISLER (Below)

Greatest Saddle Horse in the World  
Purchased by Tulsa; Astral King  
Coveted Possession of W. L. Lewis

By LARRY DAILEY.

Astral King, winner of more championships than any other show horse in the last decade, has been purchased by W. L. Lewis, one of Tulsa's leading horse fanciers, from James A. Houchin of St. Louis.

In 1907 Mr. Houchin commissioned a young Missouri boy by the name of T. D. Anderson, to purchase for him the best saddle horse living. He wanted one that would beat the world and appear no pains or money to secure that end.

Anderson's search for a time was unavailing, but late in the year in Kentucky, land of blue grass, mint juleps and blue blooded people and horses, he found a two-year-old, son of Bourbon King, which he reported to Mr. Houchin would be a world beater.

In August, 1908, Anderson went to Lexington, where the colt was showing. Every morning he could be found sitting under a shade tree watching the now three-year-old stallion work out. Convinced that this was the horse for which Mr. Houchin was seeking, Anderson wired his employer that the stallion could be purchased, and that the colt was a winner. Mr. Houchin immediately wired Anderson to buy the colt and the deal was soon consummated.

A week following his purchase by Mr. Houchin, Astral King won the American stakes at Mexico, Mo. This was the start of Astral King's championship career; one which has never been duplicated.

them as strong a fight for the championship as anybody. I do not believe there is a gelding living which can defeat Hayden. I have Helen Mr. Houchin regrets deeply to part with Astral King, but he says that the only consideration under which he sold the horse was to an owner who would appreciate him and that he is glad to entrust the future of the great equine to Mr. and Mrs. Lewis.

HENDRICKS' CONTRACT  
BOUGHT BY CARDINALS

Branch Rickey Will Be Manager—  
New Extension Will Be Bought  
on Notes Due.

ST. LOUIS, Jan. 25.—Jack Hendricks, manager of the St. Louis Nationals last season, has agreed to terminate his contract as manager at once, according to announcement made this afternoon following a meeting of the board of directors of the club by J. C. Jones, vice president. The contract had one more year to run. Branch Rickey, president of the club, has been offered the position of manager, which he has taken under advisement.

Hendricks' agreement was for a cash consideration which was not announced, nor were the terms of the offer made to Rickey given out. A committee was named to confer with the holders of notes against the club looking to an extension of the notes with an idea of avoiding the second deal of trust. The extension of the notes, it was pointed out, will also give 634 small stockholders a chance to protect their interests.

FRENCH DRIVERS  
MAY ENTER RACE

Difficulty in Getting Cars  
May Prevent Foreign Drivers  
From Entering.

## CHANCE FOR AMERICAN CARS

With Many Foreign Rivals  
Out of Way, Home Products  
May Win.

Revival of the Indianapolis speedway classic on May 31, after a wartime hiatus of three years, may give some American car an opportunity to break the chain of four successive victories scored by European speed creations in the four annual races held since Joe Dawson and his blue National took premier honors in the 500-mile event of 1912.

According to latest advices from overseas, there are only four racing cars in the world now available for entry in the Indianapolis sweepstakes of 1919—two English Sunbeams and two Italian Fiat. These cars were built prior to 1914 or assembled in the early months of the war.

Must Develop New Mounts. The French drivers, who are anxious to make another American invasion in the hopes of duplicating the Indianapolis triumphs of Jules Goux and Rene Thomas, must develop new mounts in the Peugeot and Delage factories. While the French aviation motors will serve as a splendid nucleus for work, the task of adapting these engines to automobile chassis may be slow, discouraging and ultimately disappointing. Racing cars are not built in a few months under normal conditions, and conditions a yet are not normal in France.

There is no doubt but the French drivers will be on the starting line provided they can get cars, said George M. Dickson, president of the National Motor Car & Vehicle Co. of Indianapolis, and starter of the last race run over the Hoosier bricks. "Most of them have had a taste of American prize money and found it good. They have been waiting since 1914 for an opportunity to win more of it."

Majority Survived War. The majority of the foreign drivers who have competed at Indianapolis have survived the war. In the fact they played prominent roles in the defeat of the Hun. George Bellot, teammate of Goux, lost his life in giving battle to five German airplanes, while the fate of Theodore Fittler, who finished fifth with a Mercedes-Knight in the 1913 race, and Ernest Friedrich, who brought the German Bugatti to Indianapolis the following year, is unknown. Paul Bueccarelli, another Peugeot driver that has heard the cheers of Hoosier race fans, also is gone, being killed in practice for the 1914 French grand prix, but the rest of the exotic stars have escaped the Kaiser's Titanic wrath.

Jules Goux, the winner of the 1913 race, has seen a lot of action since he last drove at Indianapolis. He was first assigned to a fort on the eastern frontier, then acted as chauffeur for the military governor of Belgium, and finally succeeded in winning a commission in the air service. If he comes to America for the revival of the Hoosier classic, he will miss the counsel of Johnny Altker, formerly manager of the club.

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## Horseless Highway

W. B. Chapel, of the Franklin Motor Car company, attended the Franklin Dealers association meeting last week held at Dallas. "W. B." reports a good representation of the southwestern dealers present at the meeting.

R. H. Evans, former Delco dealer for this section, is now connected with the Sea State Tire & Rubber Co. in the capacity of manager. N. D. Rutherford, of the W. C. Norris Motor Sales company, left the first of the week for the Oldsmobile factory in Lansing, Mich. Mr. Rutherford will attend the automobile show held in Chicago while on his northern trip.

D. N. Hancock, Chandler motor car dealer at Muskogee, was in Tulsa last week interviewing some business prospects.

J. J. Dooley and L. V. Hopkins delivered two Oldsmobiles in Okmulgee Thursday for the W. C. Norris Motor Sales company.

Earl E. Lacey, former star salesman for the Sharpe Sales & Service Co., has just been discharged from the army at Camp Meade, Md., and stopped over a day in Tulsa, last week on his way to Kansas. He says Tulsa looks like a paradise to him after his sojourn in the east, and that he will return to the city in time to be on the job during the auto show.

Earl Bently of the Southwestern Supply company of Oklahoma City, has been in Tulsa the past week opening a branch house.

Q. W. Manchester, manager of the United States Tire branch office at Oklahoma City, paid a two days visit to A. J. Polin last week. He was making preparation for the United States tire campaign, which will be pulled off at an early date for the solid and pneumatic truck tires.

It is very probable that the state agency for the Hupmobile Motor car company will be established in Tulsa in a short time, according to local managers. Oklahoma City managers are also asking for the state agency.

The managers of the Adams Motor Car Sales company have been diligently working the past week to secure a special feature for their display during the auto show. After persistent efforts they have been successful in securing the feature and will have it on display.

J. P. Murphy, factory representative for the Firestone Rubber company, was in Tulsa the past week calling on the dealers and making a special mission was to interest truck owners in the giant pneumatic tire, which is receiving its first introduction here. Mr. Murphy conducted a test for the United States government down on the Mexican border, where it was found the pneumatic tire gave nearly twice the service of solid tires, and was much more practical and economical in every way than the solid tire. He predicts they will be the universal tire as soon as the truck owners become acquainted with the considerable qualities of this giant pneumatic tire.

The Charles Lukins Auto company and the O. A. Steiner Tire company are the local representatives for this "Peugeot" tire. The Steiner company has just received a shipment of these tires and the Charles Lukins Auto company is expecting their shipment at an early date. They claim these tires can be had in all sizes.

G. W. Cornwell, district salesman for the Firestone Tire company, was looking after the interest of the company in Tulsa last Friday. Charles Lukins, manager of the Charles Lukins Auto company, left last Friday night to attend the Chicago automobile show.

Spalding-Burner, and the Smith Motor Car company, dealers and distributors for the Maxwell cars, were extremely lucky in drawing space for their cars at the Tulsa auto dealers banquet at Hotel Tulsa Tuesday night. They succeeded in drawing numbers exactly next to each.

SOCIETY GIRL TO  
TURN ON LIGHTS

Address to Be Preceded by  
Switching on of Thousands  
of Lights.

## DETAILS ARE COMPLETED

All in Readiness for Opening  
of Southwest's Great-  
est Show.

His honor, the mayor, will formally open the third annual automobile show, which will be held in Tulsa, February 1, 2, 3 and 4. This announcement came at a moment's notice last night and completed the entire arrangement and feature part of the program for the coming exhibition, which according to dealers, will be well worth the time and expense of persons who travel hundreds of miles to see the show.

Mayor Charles H. Hubbard consented to preside at the formal opening without a moment's hesitation. "I hold it a signal honor to be able to take part in such an elaborate display as this will be," he declared. The mayor will make an address which will be preceded only by the switching on of lights by some society girl of the city. This event is shrouded in mystery, the officials refusing to divulge the name of the girl or in any way discuss her identity.

Just before the formal opening on the evening of February 1, the legs of the Tulsa showing of victory will be darkened and the entire city will be ushered in by a very dim light only. They will be placed along the walls and sides of the building, from the north end of the show to the south end of the show, and a large platform constructed in the center of the place, and will touch a switch which will flash on the lights at the main times a hand, which will be seen provided for the occasion, will flash forth in stirring melody—and the show will be on.

Mayor Hubbard's address will be along lines of interest to those who are automobile men. He has not announced his subject, but indicated that he would stress the business development of the motor car, with particular emphasis upon present situation.

Dealers have practically completed details for the showing of victory cars. Each dealer has selected his space and has already selected his models he will exhibit. Plans of the show, include only the very best and most modern of his factory offerings. It is believed that more than 1,000 dealers and enthusiasts will visit Tulsa from the surrounding country. As it is believed that at least half the people of Tulsa will be present at one time or another during the exhibition.

Decorations for the show have already been ordered and will arrive just previous to the opening. They will be arranged by some hardware and are said to be the most elaborate ever shown in the city. Thousands of light bulbs will be used in connection with the show, the assembly room to be lighted from one end to the other with a daylight glow.

MICHIGAN HOPES TO SEE  
HORSE RACING COME BACK

Michigan horse enthusiasts are very hopeful that in the near future racing will be legalized in the Wolverine state. Out there the harness game is more popular than the thoroughbred sport, but if the proposed method of reversion of both methods of trial of the colts were an opportunity to enthrone over the entertainment of their choice.

The idea is the establishment of a state racing commission, such as that which rules supreme in Kentucky, composed of three men; one of whom must be a breeder and raiser of thoroughbred stock, to be named by the governor; a second to be named by the Michigan Agricultural society, and a third by the officers of the State Association of County Fairs.

Purses, prizes, or stakes may be provided for the racing, but payable only to the actual owner of the horse winning. Betting, of course, would be legalized, but whether in the form of open bookmaking and pool selling or by mutuels is an incidental matter to be considered.

Michigan sportsmen, of course, are most interested only in so far as the prospective bill would affect the harness breed. For before the stringent betting laws ruined the same Michigan was one of the leading Grand Circuit states. A new law would revive the popular Detroit meeting with its classic merchants' and Manufacturers' stake for trotters and its Chamber of Commerce for pacers.

There is little doubt, moreover, that running tracks would be provided in the vicinity of Detroit, for the commission would have power to sanction racing meets of 30 days.

Chuck Wortman Bought  
From Cubs by Columbus

SPORT—CHICAGO, Jan. 25.—Joe Tinker, president of the Columbus club of the American association, tonight purchased "Chuck" Wortman, a shortstop from the Chicago Nationals. Wortman was purchased from Kansas City three years ago for \$11,000.

Fulton Beats Up Meehan  
In Four-Round Attack

SAN FRANCISCO, Jan. 25.—Fred Fulton of Minnesota defeated Willie Meehan, local pugilist, in a 4-round bout here last night. Meehan was badly battered. The men are heavyweights.

## OFFICIAL NATIONAL LEAGUE SCHEDULE, SEASON OF 1919

	AT BOSTON	AT BROOKLYN	AT NEW YORK	AT PHILADELPHIA	AT PITTSBURGH	AT CINCINNATI	AT CHICAGO	AT ST. LOUIS
BOSTON	MAJOR	May 1, 2, 15, 5 July 14, 15, 16, 7 Aug. 27, 28	May 6, 7, 8 July 24, 25, 26 Sept. 1, 11, 2, 3	May 9, 10, 19 June 23, 24, 25, 26 July 28 Aug. 29, 30	June 10, 19, 20, 131 Aug. 1, 12, 4 Sept. 8, 9, 10	June 14, 15, 16, 17 July 29, 30, 31 Sept. 12, 13, 14	June 8, 17, 8, 9 Aug. 5, 6, 7 Sept. 19, 20, 21	June 10, 11, 12, 13 Aug. 18, 19, 20 Sept. 15, 16, 17
BROOKLYN	April 19, 10 April 23, 24, 25, 26 June 2, 3, 4 Sept. 12	LEAGUE	May 29, 30, 31, 32 July 1, 2, 3 Sept. 4, 5, 6	April 28, 29, 30 July 24, 25, 26 Sept. 23, 24, 25, 26	June 10, 11, 12, 13 Sept. 18, 19, 20	June 14, 15, 16, 17 July 30, 31, Aug. 1 Sept. 12, 13	June 10, 11, 12, 13 Aug. 18, 19, 20 Sept. 15, 16, 17	June 14, 15, 16, 17 Aug. 18, 19, 20 Sept. 15, 16, 17
NEW YORK	April 28, 29, 30 June 27, 28, 29 Sept. 23, 24, 25, 26	May 9, 10, 19 June 24, 25, 26 July 28 Aug. 12, 29, 150	BOX	April 23, 24, 25, 26 July 1, 2, 3, 4 Aug. 27, 28	June 6, 17, 8 July 29, 30, 31 Sept. 18, 19, 20	June 10, 11, 12, 13, 22 Aug. 1, 12, 3 Sept. 15, 16	June 14, 15, 16, 17 July 30, 31, Aug. 1 Sept. 8, 9, 10	June 10, 11, 12, 13 Aug. 18, 19, 20 Sept. 15, 16, 17
PHILADELPHIA	May 29, 30, 31, 32 July 1, 2, 3 Sept. 4, 5, 6	May 6, 7, 8 June 24, 25, 26 Sept. 1, 11, 2, 3	May 1, 2, 15, 5 July 1, 2, 3 Sept. 12, 20, 30	SCORES	June 14, 15, 17 Aug. 5, 6, 7, 13 Sept. 11, 12, 13	June 18, 19, 20, 121 Aug. 8, 9, 10 Sept. 8, 9, 10	June 10, 11, 12, 13 Aug. 18, 19, 20 Sept. 15, 16, 17	June 6, 7, 8, 9 July 30, 31, Aug. 1 Sept. 19, 20, 21
PITTSBURGH	May 17, 19, 20, 21 July 17, 18, 19 Aug. 13, 14, 15	May 22, 23, 104 July 8, 9, 10, 11 Aug. 20, 21, 22	May 26, 27, 28 July 12, 13, 14, 15 Aug. 125, 25, 30	WILL BE	June 14, 15, 17 Aug. 5, 6, 7, 13 Sept. 11, 12, 13	June 18, 19, 20, 121 Aug. 8, 9, 10 Sept. 8, 9, 10	June 10, 11, 12, 13 Aug. 18, 19, 20 Sept. 15, 16, 17	June 6, 7, 8, 9 July 30, 31, Aug. 1 Sept. 19, 20, 21
CINCINNATI	May 22, 23, 124 July 8, 9, 10, 11 Aug. 20, 21, 22	May 15, 14, 15, 16 July 17, 18, 19 Aug. 16, 18, 19	May 17, 18, 20, 21 July 21, 22, 23 Aug. 13, 14, 15	May 26, 27, 28 July 12, 13, 14, 15 Aug. 125, 25, 30	May 29, 30, 31 July 24, 25, 26 Sept. 23, 24, 25, 26	June 27, 128 July 30, 31 Aug. 29, 130	May 8, 9, 110 June 24, 25, 26 Sept. 11, 12, 13	May 1, 2, 15 June 2, 3, 4, 5 Sept. 8, 9, 10, 7
CHICAGO	May 26, 27, 28 July 12, 13, 14, 15, 16 Aug. 125, 25, 30	May 17, 18, 20, 21 July 12, 13, 14, 15 Aug. 13, 14, 15	May 15, 14, 15, 16 July 12, 13, 14, 15 Aug. 13, 14, 15	May 22, 23, 124 July 8, 9, 10, 11 Aug. 20, 21, 22	May 1, 2, 15 June 2, 3, 4, 5 Sept. 8, 9, 10, 7	May 8, 9, 110 June 24, 25, 26 Sept. 11, 12, 13	May 24, 25, 126 May 11, June 2, 3, 4 Sept. 7	May 1, 2, 15 June 2, 3, 4, 5 Sept. 8, 9, 10, 7
ST. LOUIS	May 13, 14, 15, 16 July 21, 22, 23 Aug. 116, 18, 19	May 26, 27, 28 July 12, 13, 14, 15 Aug. 125, 25, 30	May 22, 23, 104 July 8, 9, 10, 11 Aug. 20, 21, 22	May 17, 18, 20, 21 July 21, 22, 23 Aug. 13, 14, 15	May 29, 30, 31 July 24, 25, 26 Sept. 23, 24, 25, 26	June 27, 128 July 30, 31 Aug. 29, 130	May 8, 9, 110 June 24, 25, 26 Sept. 11, 12, 13	May 1, 2, 15 June 2, 3, 4, 5 Sept. 8, 9, 10, 7